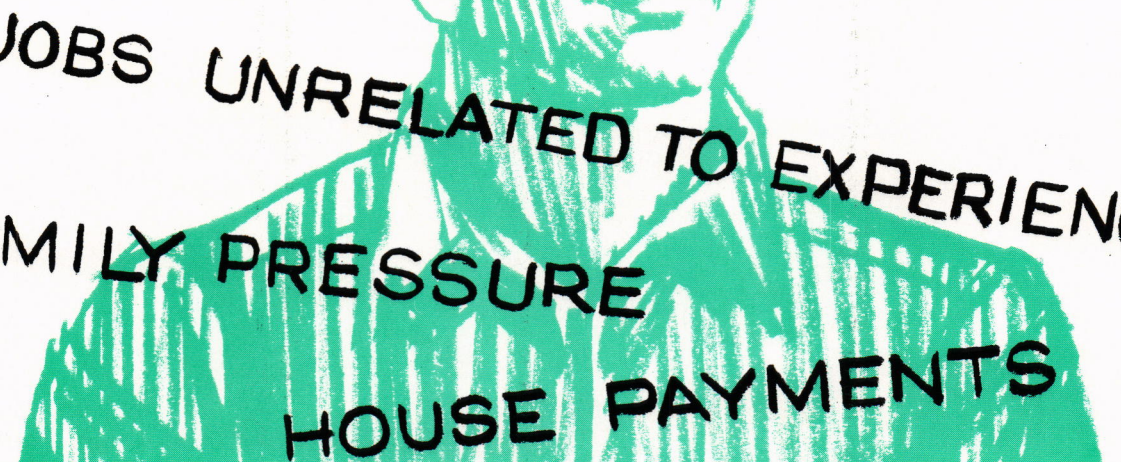


**Teamsters Sweep
National Rodeo Championships**

see page 7

General Executive Board Holds Quarterly Meeting

see page 5



JOBS UNRELATED TO EXPERIENCE
FAMILY PRESSURE
HOUSE PAYMENTS

LABOR'S PLACE IN HISTORY

FEW EVENTS can compare with the loss of a job in the damage caused to the spirit and self-confidence of the worker, to say nothing of his ability to maintain a decent standard of living for his family.

Besides the impact on the individual, there are the pervasive effects of unemployment on the economic health of communities and the nation. Workers temporarily without wages carry no heft in the marketplace; they cannot help sustain demand for goods and services produced by the economy.

It was for these reasons that unemployment insurance was established in the United States in 1935. The benefits of the program have been undeniable through the years. Millions of jobless workers and their families have found welcome sanctuary through weekly cash benefits. Fluctuations in the national economy have proven the value of unemployment insurance as a cushion against the harmful effects of heavy unemployment.

Even though unemployment insurance has been a heralded success for more than three decades, there are still around 15,000,000 workers lacking this protection. Their work is exempted by the law.

It appears, likewise, that so long as there remain millions of workers excluded from unemployment compensation there will always be a business group opposing the extension of the insurance to those workers not covered. A reminder of this chronic heartlessness toward the jobless came to light recently on Capitol Hill.

Ever true to form, the National Association of Manufacturers (NAM) and The American Farm Bureau Federation marched into the House Ways and Means Committee and uttered again their opposition to extension of unemployment compensation to farm workers.

The container was painted differently, but it was the same old garbage. The NAM said coverage of agricultural workers should be deferred for further analysis of "special problems." The Farm Bureau said coverage of farm workers would be "impractical" because of the temporary character of farm employment and the numbers of multi-state workers involved.

While appearing to be short-sighted in comprehending the value of unemployment compensation to the economy, the NAM and Farm Bureau knew very well what they were doing in other respects.

They knew, for example, that unemployed workers without insurance are pressured by family needs into taking jobs at wages far below their normal levels, jobs often unrelated to their experience or skills. This kind of unemployed worker thus is compelled to become part of a reservoir of cheap labor—much against his will—for the businessman and the corporate farmer.

They knew, also, that a worker not covered by unemployment insurance means more profit for the employer who does not have to meet a payroll tax—the common method of funding unemployment insurance.

To say, as did the NAM and Farm Bureau, that there are special problems or impracticalities involved is a particularly deceitful and cowardly way to face the issue.

National

Labor News Wrapup



UNDATED—The National Joint Board for the Settlement of Jurisdictional Disputes, the construction industry's private mechanism for resolving work assignment squabbles, expired last September 30th after 21 years of operation. Union spokesmen rejected employer demands for alterations in the board.

CHICAGO, ILL.—John J. McCartin, assistant general president of the Plumbers, died recently at the age of 74. He was elected to his post by the union's executive board in 1955 and reelected by each convention since that time.

ATLANTIC CITY, N.J.—Presidents of nine international unions were elected to the AFL-CIO executive council as the council was expanded from 29 members to 35. Two public employee unions were included in the additions—State, County and Municipal Employees and the American Federation of Government Employees.

NEW YORK CITY—Joseph Curran, president of the National Maritime Union, opened the NMU convention with an appeal for unification of maritime unions and strengthening of the merchant marine. On hand were 475 delegates representing 5,500 seamen.

WASHINGTON, D.C.—President Nixon's invoking of the emergency procedures of the Railway Labor Act in the dispute between four shopcraft unions and seven railroads was his first such action since taking office.

WASHINGTON, D.C.—The Labor Department and the National Alliance of Businessmen are expected to announce important changes in the JOBS program this month. The plan is to increase participation by smaller companies in hiring and training the disadvantaged.

UNDATED—Union members in Illinois and students of labor history have formed the Illinois Labor History Society to encourage the preservation of historically important records of organized labor.

OSLO, NORWAY—The 1969 Nobel Peace award was given to the International Labor Organization in recognition of the ILO's 50 years of activity aimed at reducing social barriers between peoples to make nations work together in peace.

SAN JUAN, P.R.—New wage orders from the Department of Labor will require higher minimum wages in the shoe industry, rubber products industry and textile industry in Puerto Rico.

WASHINGTON, D.C.—There was a slackening of demand for factory labor between July and August, according to the Labor Department. New hires declined from 37 to 34 per 1,000 workers during that period—the lowest mark since June, 1968.

ATLANTIC CITY, N.J.—Michael Harrington, widely known writer on American poverty, said the great hope of the future was the unity of American workers.

WASHINGTON, D.C.—"Employee Compensation in the Private Nonfarm Economy," a Labor Department report, says the average union member in 1966 made \$2.62 an hour while non-union members earned only \$1.88 an hour in wages.

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**Proposed Jobless Benefit
Legislation Falls Short
Of National Need**



The International Teamster has an average monthly circulation of 1,886,230 and an estimated readership of 5,000,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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From The

FIELD

Nevada Teamster Saves Driver's Life

Eugene Bussey, a member of Teamster Local 533 in Reno, Nev., recently saved the life of another truck driver by pulling him away from a flaming truck after an accident near Oroville, Calif.

The accident victim, identified only as Smith from Wheatland, Calif., was running near his wrecked rig with his clothes afire when Bussey arrived on the scene. Bussey grabbed the driver and pulled him to the ground and, using a knife borrowed from a bystander, cut the burning clothing from the victim.

Bussey then dragged the driver away from the burning truck and covered the man with a sleeping bag. The man suffered an ankle fracture and serious burns over 90 per cent of his body.

California highway patrolmen said they were going to nominate Bussey, a Teamster for 20 years, for an award. Bussey drives for Wells Cargo, Inc., of Reno.

Philly Member Saves Girl Trapped in Auto

A member of Teamster Local 107 in Philadelphia, Pa., saved a 19-year-old girl from certain death recently when she was trapped under the burning wreckage of her car after an accident in Chester, Pa.

The young woman's car collided with a truck driven by Anthony Young of Local 107. After the collision, the girl's car slammed into a bridge abutment and she was trapped under the wreckage. Moments later, the car burst into flames.

Edward Geiger, also of Local 107 and working as Young's helper, attempted to put out the fire with an extinguisher. When the attempt failed, he then managed to free the girl and gave her first aid until an ambulance arrived.

The girl was seriously injured. Geiger was treated for lacerations of the left arm and shoulder.

California Patrol Praises Teamster

Richard Kelley, a member of Teamster Local 468 in Oakland, Calif., received a letter of commendation from the California Highway Patrol recently for his action in helping to save the life of a motorist injured in an accident.

Kelley, a driver for Kenosha Auto Transport, was on an Oakland freeway when a car ahead of him went out of control and disappeared from sight at

an overpass. Kelley slowed his car-hauling rig to a stop. He could see that the auto was almost totally destroyed and the driver was helpless and badly injured on the roadway.

Kelley put on his emergency blinkers and steered traffic around the scene. He was finally able to put out a flare pattern. The patrol commendation stated:

"But for your actions, the solo accident probably would have become a multi-car accident and the victim further injured or killed."

Indiana Local Prexy Leads Fund Campaign

George L. Hanks, president of Teamster Local 144 in Terre Haute, Ind., is serving this fall as co-chairman for the Building Trades United Fund Drive in that city.

An employee of Bordens' Milk Co., for 30 years prior to his election as president of the union, Hanks also is active in the Terre Haute Humane Society where he has served as president the past 8 years.

J.C. 32 Organizer Dies in Minneapolis

Eugene Williams, an organizer for Teamster Joint Council 32 in Minneapolis, Minn., and a former executive officer of Teamster Local 544 in the same city, died recently.

Detroit Member Is VFW Candidate

William Bishop, a member of Teamster Local 247 in Detroit, Mich., is a candidate for the office of Junior Vice Commander of the Veterans of Foreign Wars in Michigan for 1970-71. Bishop has long been active in VFW programs from the local to the national level.

Philadelphia Member Heads Legion Post

Siegfried Honig, a member of Teamster Local 929 in Philadelphia, recently was unanimously reelected to an unprecedented fourth term as commander of Post No. 166 of the American Legion.

Honig, who is also active in many civic and fraternal organizations, is a department head of the Penn Fruit Co., in Philadelphia.

Message of the General Vice President



Real Tax Reform May Be Slipping Away

I READ IN the commercial press the other day that when the Senate Finance Committee was debating the question of closing tax loopholes for corporations and millionaires, the halls outside the committee hearing room were filled with lobbyists seeking continuation of preferential tax treatment for the giant businesses and wealthy.

The story went on to say that when the committee was holding hearings on reductions in taxes for middle and low income wage earners, the halls were empty.

The obvious conclusion from that is corporations and millionaires can afford to hire professionals to secure preferential tax treatment for them.

Conversely, the middle and low income taxpayers can neither afford to hire tax lobbyists, nor is it possible for them to represent themselves personally.

It is small wonder that the tax laws over the years have become a haven for the "haves" and an unfair burden for the "have nots."

The Alliance for Labor Action realizes that the individual taxpayer needs a spokesman. The ALA also realizes that it needs an ally in the fight for tax justice. So, the ALA has joined with the Committee for Tax Justice chaired by former Senator Paul Douglas.

Petitions calling on the Senate to plug the loopholes and to enact meaningful tax reform based on ability to pay have been sent to all local unions in the Teamsters, the United Auto Workers and the International Chemical Workers Union.

Representatives of the three unions will be circulating these petitions among the rank and file of the three unions, thus giving approximately 4 million working Americans an opportunity to demand meaningful tax reform.

If you have not already signed the petition for tax justice, seek out your job steward or business agent.

It is important because in recent weeks, earlier optimism that meaningful tax legislation will be passed this year has disappeared. There were high hopes because of the good job of the House of Representatives had done in the bill it passed and sent to the Senate.

But now, the Senate Finance Committee has crumbled under the pressures of the lobbyists for the wealthy and has watered down the House bill until there is real danger that meaningful tax reform will not pass this year.

There will be a tax bill, but the danger is that if it does not eliminate present inequities, we will have to live with them for years to come.

ALA will convene a Tax Justice Conference in Washington, D.C., this month. Delegates will meet with the Representatives and Senators from their states, speaking out for middle and low income wage earners. These ALA delegates will be lobbying for the average taxpayer.

It is not too late for you to get a letter off to the two Senators from your state and to the Representatives from your District. Write that letter and demand that they vote for tax justice.

As I have said, if we let meaningful tax reform slip out of our hands this year, it may be many a year before we get another opportunity to express ourselves on this issue.

STATE OF THE UNION

In Montreal

General Executive Board Holds Quarterly Meeting



Members of the General Executive Board of the International Brotherhood of Teamsters are shown in session during their quarterly meeting held late last month in Montreal, Canada. Board members heard reports from General Vice President Frank E. Fitzsimmons and General Secretary-Treasurer Thomas E. Flynn, along with reports from IBT department heads.

THE GENERAL executive board of the International Brotherhood of Teamsters held its regular quarterly meeting late last month in Montreal, Canada, and attended to the regular housekeeping chores of the union.

General Vice President Frank E. Fitzsimmons and General Secretary-Treasurer Thomas E. Flynn gave extensive reports to board members concerning the activities of their offices since the last quarterly meeting of the board in July.

A legal activities report was made to executive board members by Chief Labor Counsel David Previant, and Josephine Hoffa and Carlos Moore reported on the activities of DRIVE and legislative developments.

Fitzsimmons reviewed organizing advances during the last three months; summed up the status of contract negotiations in several industries; gave board members a report on the Teamster Labor Institute which opened for classes on October 27th; reviewed for the vice presidents the happenings at the recent executive board meeting of the Alliance for Labor Action; and reviewed the status of the organizing campaign among employees of REA Express.

Flynn brought before the board members a representative of a data processing machine manufacturing company, and outlined the procedure for a pilot program of data processing in areas such as dues posting, mailing list maintenance, production of check-off lists and other administrative tasks.

The concept of a Teamster National Data Processing Center has been explored by Flynn and the pilot program has been under discussion by the general executive board at previous meetings.

Flynn stressed that the Center definitely will not handle local union

STATE OF THE UNION

monies and will be administrated so as to insure no local union will lose control of its finances or suffer loss of autonomy.

Mrs. Hoffa and Moore brought the board members up to date on the legislative front. Their report cited House passage of an auto safety bill which includes the regulation of tires; Senate and House compromise on the surtax issue which extends the surtax until December 31, 1969, at 10 per cent; the House passed version of tax reform; the Senate action providing free food stamps for the nation's neediest families; the House measure calling for abolishment of the electoral college system in the form of a constitutional amendment; and the Senate passed mine-safety bill.

The legislative report also dealt with Department of Transportation proposed revisions in driver qualifications which were extensively reported to the membership in the September issue of the *International Teamster* magazine. The legislative report calls these proposed changes "significantly more restrictive than current regulations and constitute a real threat to professional drivers."

Previant reported on significant court and NLRB cases affecting Teamsters and organized labor. He reviewed for the board members a decision of the 6th Circuit Court of Appeals involving wages lost during a strike for delinquent trust fund payments.

The case involved the provision of the National Master Freight Agreement that unions, after giving a 72-hour notice, could take any necessary action to enforce payment and the employer would be responsible for any wages employees lost as a result of such action. The appropriate joint grievance committee had ruled that the employer was delinquent, that the employees had struck to compel payment, and therefore the employer should pay the lost wages.

Both the district and appeals courts sustained the committee's decisions and further ruled that since the strike was legal and permitted by the contract, it did not violate the no-strike clause.

In another case, Previant reviewed court action which led to the reinstatement of a returning veteran with full seniority for wages from the date the company lawfully refused to reinstate him to the higher paying job. The court, under the Military Selective Service Act, reasoned that the employee would have advanced to the job of log clerk during his absence for military service.

In other cases reviewed by the Chief Labor Counsel:

1. A California superior court held that public employees, except policemen and firemen, have the right to strike and therefore vacated a temporary restraining order issued against striking San Diego city employees;

2. The NLRB has ruled that an employer violated the law by discharging an employee for refusing to withdraw a grievance;

3. The NLRB ruled that a Teamster local union did not violate the law by proposing a contract clause increase to establish parity with whatever wage rates another Teamster local union might negotiate.

4. The NLRB found that a company violated its duty to bargain during a strike by persuading five employees to lease its trucks and deliver goods and by inducing other employees to work for another employer to which the company had subcontracted its trucking.

5. The NLRB held that 15 driver salesmen were employees rather than independent contractors because the company retained the "right to control the manner and means by which the result of their work is to be accomplished" and not merely the right to control the result.

Unanimous Vote Won By Local 726

Auto mechanics employed by the Argonne National Laboratory in Argonne, Ill., voted unanimously for representation by Teamster Local 726 of Chicago in a recent National Labor Relations Board election.

David O. Sark, Local 726 secretary-treasurer, said 41 mechanics were eligible to vote. The count was 39 to 0 in favor of the union.

The Argonne National Laboratory is engaged in atomic research.

Winn-Dixie Loses to Meat Cutters

After a six-year battle, the Amalgamated Meat Cutters Local 433 has won its fight against the Winn-Dixie Company in Jacksonville, Fla., winning back pay for six women members totaling \$47,039.

The company responded to a union organizing drive eight years ago by first refusing to bargain with the union and then by firing union supporters.

• In Montreal

Teamster Local 106 of Montreal recently was certified by the Canada Labour Relations Board as the bargaining representative for truck and tractor drivers employed by Hubert Cartage, Inc., of Ste-Therese, Quebec.

Steinberg Announces Retirement

Lawrence N. Steinberg, president of Teamster Joint Council 44 of Toledo, Ohio, and also president of Teamster Local 20 in the same city, recently announced his retirement effective Dec. 31, 1969.

Steinberg has more than 30 years' experience in the labor movement and for a lengthy period served as the personal representative of General Presidents Dave Beck and James R. Hoffa.

The International Teamster

IBT Legislative Director Carlos Moore (standing) and Mrs. Josephine Hoffa, national president of DRIVE Ladies Auxiliary, are shown as they appeared before the general executive board to report on DRIVE and legislative activities.





This Teamster quintet won championships at the 1969 National Truck Rodeo held in Denver recently. Right at home in the cab are (left to right): Eugene Grubb, Sr.,

Henry Fleischman, George P. Holik, Norman L. Reel and Frank M. Hutton.

At Denver

Teamster Drivers Sweep National Rodeo Crowns

Five members of Teamster local unions around the nation captured championships in the 32nd National Truck Rodeo sponsored by the American Trucking Associations, Inc., and held this year at Denver's convention complex.

None of the champions crowned were previous rodeo winners at the national level. They were:

—Eugene Grubb, Sr., of Local 413 in Columbus, O., winner of the straight truck class. He drives for Roadway Express, Inc.

—Henry F. Fleischmann of Local 20 in Toledo, O., winner of the 3-axle tractor-trailer class. He drives

for Consolidated Freightways.

—George P. Holik of Local 705 in Chicago, Ill., the 4-axle tractor-trailer champ. He drives for Eazor Express, Inc.

—Norman L. Reel of Local 460 in St. Joseph, Mo., winner of the 5-axle tractor-trailer class. He drives for Crouch Bros., Inc.

—Frank M. Hutton of Local 175 in Charleston, W. Va., winner of the tank truck class. He drives for Mason & Dixon Lines, Inc.

Leo F. Wolf of Teamster Local 56 in Sheboygan, Wis., was named "most representative of America's gentlemen of the highways." He drives for

Gateway Transportation Co., and has an 18-year accident-free driving record.

Drivers from Ohio captured the state team championship as they compiled an average score of 385 points out of a possible 400.

The five class champions earned their crowns by winning first-place trophies in their respective state roados held earlier in the year. Altogether, some 146 drivers from 31 states and the District of Columbia competed in the Denver trials.

Besides receiving weighty trophies, the champions each won \$600 cash prizes.



Shown are members of the Union Allied Negotiating Committee (left to right): Front row—Glenn F. French, Local 592 business agent; Frank Patton; Robert Flynn, executive assistant to the director of the Eastern Conference of Teamsters; Robert M. Archer, Jr., ECT legal staff; JoAnn Brooks; Joe Cotter, ECT representative and head of the

negotiating committee; Marvin Mundy and Dave Clemons; Back row—Jack Foggin, Everett D. Brooks, Gerald C. Journey, Billy Freeman, James C. Pritchett, Billie F. Cain, Joel D. Whitley, Joseph A. Harper, Clifford McGlone, Warren Ford and Edgar Rochelle.

In Hopewell, Va.

Outstanding Pact Won At Allied Chemical Plant

Some 2,800 new Teamsters Union members—solidly together during a 7-day strike—won an agreement providing them with very substantial wage increases in their jobs at the Allied Chemical Corp., plant in Hopewell, Va.

The settlement climaxed a year of intensive efforts by the production workers at the synthetic fibre plant to better their wages, hours and working conditions.

IBT Vice President Joseph Trerotola, director of the Eastern Conference of Teamsters, called the final contract the “greatest in the history of the South.”

Teamster Local 592 of Richmond, Va., won a National Labor Relations Board election at the Allied Chemical plant last January 17th as the workers, tired of United Mine Workers District 50 representation, voted for progressive Teamster representation.

District 50 filed voluminous objections to the ballot and caused tremendous delays in an effort to discourage the new Teamsters. Meanwhile, the District 50 agreement at Allied expired on March 15th at which time Teamster Local 592 promised that any contract negotiated would be retroactive to that date.

Finally, last August 8th, the NLRB certified the Teamster local union as the bargaining representative for the Allied workers.

Negotiations began immediately and were conducted continuously over a 2-month period under the leadership of J. Joseph Cotter of the Eastern Conference of Teamsters. Assisting him was Glenn French, Local 592 business representative, and a determined plant committee.

On October 9th, the Allied workers went on strike. The walkout lasted seven days and, as ECT Director Trerotola pointed out, “during that time not one employee went through the picket line to work.”

Trerotola said the outstanding demonstration of the strikers’ solidarity showed Allied Chemical management that the new Teamsters were determined.

The strike ended when the workers rejected a company offer by almost a unanimous vote and then accepted the Negotiating Committee’s recommendation of a minimum settlement by a vote of 1,018 to 167. Allied’s negotiators capitulated shortly afterward and the strike was settled.

The final contract, true to Teamster Local 592’s promise made earlier

in the year, was made retroactive to last March 15th. The agreement will expire on March 15, 1972.

Because the employer was stockpiling and granting unlimited overtime in preparation for the strike, the retroactive pay amounted to more than \$400 for many employees.

Besides the wage increases in four steps, shift differentials were increased as were pay scales for holiday work. The number of holidays was increased, vacation schedules were improved. Other gains were made in health and welfare, pension, and sick leave.

Other contract improvements were made in the basic seniority, grievance, arbitration and checkoff provisions.

As a result of the victory, ECT Director Trerotola recommended to General Vice President Frank E. Fitzsimmons and General Secretary-Treasurer Thomas E. Flynn that a charter be granted to the 2,800 workers at Allied Chemical so they might have their own Teamster local union.

Trerotola extended congratulations to the in-plant committee and Teamster Local 592’s entire staff of officers and business agents, all of whom worked on the organizing campaign and contributed to the negotiations.

2,000 South Carolinians

Teamsters Win Certification At Owens-Corning Fiberglas

Teamster Local 509 of Cayce, S.C., was certified by the National Labor Relations Board recently as the collective bargaining representative for 2,000 production and maintenance workers employed at the Owens-Corning Fiberglas Corp., plant in Aiken, S.C.

The certification tied the ribbon on an organizing campaign that began early in 1967 at the Aiken plant located in the middle of Sen. Strom Thurmond country.

Tribute to the courage and determination of the new Teamsters was paid by International Vice President Joseph Trerotola, director of the Eastern Conference of Teamsters, who noted their steadfast support through the months "for the Teamsters in an area that is strongly anti-union and in the face of a vicious campaign by the employer." South Carolina is a right-to-work state.

An initial election was held at the Owens-Corning plant in August, 1967, with the Glass Bottle Blowers Association included on the ballot. The GBBA was eliminated from the ballot in a runoff election in February, 1968. Local 509 lost that election by the narrow margin of 27 votes; how-

ever, the local union filed objections and another election was ordered and won handily by the Teamsters in November, 1968.

Because of the employer's frivolous objections and legal maneuvering, the certification was delayed until this October.

ECT Director Trerotola commented that the Aiken plant workers withstood tremendous pressures from the community as well as the threats of the employer.

He added: "This victory stands as a monument to the courage and determination of these employees. They have made labor history in South Carolina by producing the first union victory in Aiken County."

Trerotola said a great amount of credit for the Owens-Corning victory should go to George Brody, Eastern Conference representative, and Marvin Brazell, Local 509 organizer.

Indianapolis Local Wins 2 Elections

Teamster Local 135 of Indianapolis, Ind., recently won a pair of representa-

To Get Award

Gene Walla, president of Teamster Local 682 in St. Louis, Mo., will be honored at the 11th annual Labor and Management Dinner for the City of Hope in St. Louis. Contractor Fred Weber will receive the management award. Money raised from the \$50-a-plate dinner next Dec. 14 will go to support the research program at the City of Hope in Duarte, Calif.

tion elections conducted by the National Labor Relations Board.

Loran W. Robbins, Local 135 president, said drivers and warehousemen employed by Tractor Supply Co., of Indianapolis voted 30 to 8 for the union. The unit has 41 members.

Drivers employed by Hubbel Metals, Inc., of Indianapolis voted 4 to 1 for the union.

'V' for Teamster Victory



Workers at Zephyr-American Corp., makers of filing supplies and equipment at Long Island City, N.Y., give the "V" for victory sign after their 62 to 17 NLRB ballot in which they chose Teamster Local 810 as their bargaining representa-

tive. The shop was organized in a 1-week campaign under the direction of Milton Silverman, president of Local 810. Contract talks are now underway.

Precedent Set

Nine Members Receive \$58,208 in Severance

Nine members of Teamster Local 299 in Detroit, Mich., recently received a total of more than \$58,208 in severance pay for jobs they lost when their company was purchased by another firm.

The severance was negotiated in a precedent-setting action.

The members were discharged when Consolidated Freightways bought out Saginaw Transfer Co. Local 299 Business Agent Earl Grayhek and James P. Hoffa, local union attorney, participated in the negotiations.

Each member that lost his job was allowed severance pay at a rate of one month for each full year of continuous service with Saginaw. The highest award was \$12,898 for an employee who first went to work for the company in 1957.

Rolland McMaster, administrative assistant to Local 299 Vice President Frank E. Fitzsimmons, commented:

"With more and more trucking companies entering into mergers, it

may be necessary to look at what the company has done to protect its employees who have been with the company for a long time."

New Orleans Local Wins Six Ballots

Teamster Local 270 in New Orleans, La., has won representation elections conducted by the National Labor Relations Board at six companies in recent weeks.

Charles D. Winters, Local 270 president, said the victories—totalling more than 70 workers—were at: Canteen Food & Vending Service, Krab's Wholesale & Retail, Inc., General Liquidators, Milchem, Airco Industrial Gases, and Donald G. Lambert Construction.

In addition, Local 270 turned back a decertification attempt involving drivers represented by the union at

Young B.A.

Jerry L. Burgess at 26 years of age is the youngest business representative ever elected to office in Teamster Local 17 of Denver, Colo. Burgess, a former member of Teamster Local 13 in Denver, won election a year ago. His father, Henry B. Burgess, is a longtime member of Teamster Local 175 in Charleston, W. Va.

Winn-Dixie. The vote was 42 to 20 in favor of retaining the union. It was the third decertification action defeated at Winn-Dixie.

Appointment

Samuel F. Guidotti, president of Teamster Local 35 in Trenton, N.J., recently was appointed to the New Jersey Vocational Education Advisory Council by Gov. Richard J. Hughes.

NOTICE TO ALL MEMBERS

This will advise that the General Executive Board, at its last quarterly meeting, decided to waive the requirements set forth in Article II, Section 4(a)(3) of the International Constitution as a condition of eligibility to run for International Office at the 1971 Convention, except the requirements of Article II, Section 4(a)(1) which are incorporated by reference in Article II, Section 4(a)(3).



Labor Attorney James P. Hoffa (left) presented a \$58,208 check to Local 299 Business Agent Earl Grayhek as severance pay negotiated for nine members of the local union who lost their jobs in a recent merger. Also shown are Bryce J. MacLeod, John A. Conley, William Hancock and Lorna Vyse, some of the men involved.

Grants Made

ALA Gives Financial Boost To Organizing, Social Action

The Alliance for Labor Action, representing nearly 4 million members of the Teamsters, United Auto Workers, and Chemical Workers, has given financial backing to several projects embodied in ALA goals for a better America.

At a recent meeting in Black Lake, Michigan, the ALA executive committee voted \$100,000 to Joint Council 42's Transportation Opportunity Program in Los Angeles. The money will be used to purchase equipment essential to TOP's program of training and upgrading skills in the transportation industry.

The ALA grant was a prerequisite to further funding by the Federal government which is the major underwriter of the program which has made marvelous inroads in training the hard-core unemployed and qualifying them for high-paying union jobs in transportation.

A grant of \$20,000 over a two-month period was given to The East Los Angeles Community Union. TELACU is involved in an economic development program which includes a mattress factory, a head-board factory and a unit manufacturing jewelry and lamps.

All units of this program give jobs to Mexican-Americans desperately in need of employment.

TELACU also is involved in housing, manpower development, and various social service activities.

The ALA executive committee voted \$50,000 in assistance to the poor who for some months have been conducting a public housing rent strike in the St. Louis area.

Other groups which received assistance from ALA were community action and organizing projects in Daytona Beach, Fla., Washington, D.C., the National Welfare Rights Organization, and the Virginia Community Department organization.

The executive committee reviewed in detail the progress made in organizing plants in the industrial complexes which have mushroomed in the Atlanta, Georgia, area.

Teamster General Vice President Frank E. Fitzsimmons is chairman of the ALA committee on organizing the

unorganized and collective bargaining.

In another action, the ALA executive committee gave its endorse-

AFL-CIO Action

Chemical Workers Expelled Because of ALA Affiliation

Because it favored affiliation with a progressive spirit—the Alliance for Labor Action—the International Chemical Workers Union was expelled from the AFL-CIO by action of the federation's recent convention in Atlantic City, N.J.

The federation's reason for ousting the ICWU was that, by its joining the ALA formed by the Teamsters and the UAW, it was subscribing to "dual unionism."

ICWU delegates appeared at the federation convention and found no seats for them. The union had expressed every desire to remain within the federation. ICWU membership, in a convention a year ago, mandated the ICWU leadership to join with the ALA when it became a reality. The ALA founding conference last May was followed by the ICWU affiliation in August.

ment to a peaceful, non-violent October 15th Vietnam Moratorium. The endorsement declared that resources expended in the Vietnam war are desperately needed here at home to correct social ills.

Also, the ALA executive committee deplored violence and anti-American symbols used by some who protest the Vietnam war.

While the AFL-CIO convention vote for ousting the ICWU was heavy, there was dissent in the action. The International Typographical Union opposed the expulsion, and some elements of the American Federation of Teachers also were against the ouster.

George Meany, AFL-CIO president, pushed the notion of "dual unionism" and claimed that the ICWU affiliation with ALA created an "organizational monstrosity" that could not be tolerated. Meany denied that the expulsion was a punitive action.

The final roll call vote was 12,482,388 to expell; 244,815 against expulsion, and 235,024 members' delegates did not vote. Those that did not vote represented more than a dozen of the smaller unions affiliated with the AFL-CIO.

Change in Office

Congratulations on his appointment as trustee to Teamster Joint Council 42's executive board were extended M. E. Anderson (left), secretary-treasurer of Local 985, by Ted Merrill (center), president of the Los Angeles-based council, and Ralph Clare, retiring recording secretary of the council and president of Local 399. Steve Martin, secretary-treasurer of Local 578, a council trustee, was named recording secretary.



In Waukegan

Milk Driver Saves Child Trapped in Flaming Auto

LeRoy Wegener, a member of Teamster Local 301 in Waukegan, Ill., was commended by that city's fire de-



LeRoy Wegener

partment recently for his rescue of an 8-year-old youngster from a flaming auto in a gasoline station accident.

Mrs. Antoinette Smith had parked her car in front of her home nearby, inadvertently setting the car in reverse instead of in "park." When she left the car with its motor running, it rolled backward across the curbing and backed into a gasoline pump, snapping it off at the base.

William Carter Retires from Local 631

William F. 'Bill' Carter, a Teamster official for 25 years, has retired from Local 631. Carter, who was instrumental in union growth in the Las Vegas area, gave reasons of health as paramount in his retirement decision.

Carter said he will spend his leisure time hunting and fishing and aiding development of a Samuel Gompers hospital.

Raw gasoline pumping out of the unit was ignited by sparks from the collision and blazed up instantly. Mrs. Smith had removed a baby from the car, but the flames kept her from getting the older child from the rear seat.

Wegener, a driver for Spinney Run Farms, had been refilling milk machines at the station and saw the predicament of the youngster in the back seat. The Teamster ran over and pulled the child to safety through the window.

Wegener has worked for Spinney Run farms seven years and has 10 children.

U.S. Health Spending Inefficient

Despite the fact that the U.S. spends a bigger proportion of its gross national product on health than any other country, Americans have a shorter life expectancy and greater infant mortality than people in 15 other countries.

The Urban Coalition blames this situation on inefficient spending for health care and urged "sweeping medical reforms to improve health care for all Americans, particularly those in the city."

The Coalition, which combines business, labor and community organization support to solve urban problems, has just issued its Health Task Force Report called "Rx For Action."

The Report notes that the \$53 billion spent each year in the U.S. for a "potpourri" of public and private health programs have failed to make us healthy and cites the following statistics:

—More than 45 per cent of the nation's population suffers from one or more chronic illnesses.

—Poor people, those with an annual income of \$4,345 for a family of four, have four to eight times the incidence of chronic diseases.

—The ratio of doctors to ghetto residents is from one-fifth to one-half that of the city as a whole.

Retired



Lawrence Tilkens of Teamster Local 506 in Auburn, N.Y., retired recently after 25 years on the job at Stott & Davis Motor Express, Inc.

● Ohio Gain

A majority of truck drivers employed by Mobiliner of Mansfield Tire Co., Inc., of Mansfield, Ohio, recently voted for representation by Teamster Local 40 of Mansfield in a National Labor Relations Board election.

Elmer Wilson, Local 40 vice president, said the union also won recognition from Engineered Wire Products of Upper Sandusky, Ohio, as representative of 24 production and maintenance workers.

Atlanta Retiree



Dallas T. Alford of Teamster Local 728 in Atlanta, Ga., retired recently after 17 years of driving a tractor-trailer for Pilot Freight Carriers over the same route. He received safe driving awards 11 times and was runnerup for Georgia's driver-of-the-year award on three occasions.

Tax Protest**ALA Joins Tax Justice Group
In Mass Petition Drive**

TEAMSTER GENERAL Vice President Frank E. Fitzsimmons has sent a letter and accompanying petition blanks to all local unions, joint councils, vice presidents and general organizers in the United States, calling upon the United States Senate to enact meaningful tax reform now.

The petitions are being sponsored jointly by the National Committee for Tax Justice and the Alliance for Labor Action. The Alliance for Labor Action represents some four million members and their families in the Teamsters, the United Auto Workers, and the International Chemical Workers Union.

In his letter to the Teamster officers and affiliates, Fitzsimmons warned that the Senate vote on the bill (tax reform) will determine for years to come the share of federal taxes which working people will pay as compared with the wealthy, who, "for decades, have used loopholes in the current tax laws to escape their fair share of the tax burden. An equitable tax bill that shifts the burden from the middle income families and the poor to the

wealthy and the millionaires is a must this year."

Fitzsimmons said further:

"The Alliance for Labor Action and the Committee for Tax Justice (headed by former Senator Paul Douglas) are sponsoring a petition drive to let Congress and the Administration know how working people feel about the need for an equitable federal tax system—a tax system which will close tax loopholes and compel the wealthy to pay their fair share based on ability to pay."

The general executive board of the International Brotherhood of Teamsters has unanimously endorsed this petition drive.

Members of the Teamsters are urged to seek out their business agents and officers and sign the petitions in vigorous protest against passage of a tax reform which falls short of demands which have been expressed by all of organized labor.

Fitzsimmons announced in his letter that the Alliance for Labor Action will convene a national conference in Washington, D.C., early in November to press the need for meaningful tax reform.

Delegates to the ALA conference from all over the country will meet with their Congressional delegations to express their demands for justice in the tax laws.

• Name Change

The Western Conference of Teamsters Warehouse Division recently adopted a new name more descriptive its jurisdiction and plans to restructure itself to better serve the membership.

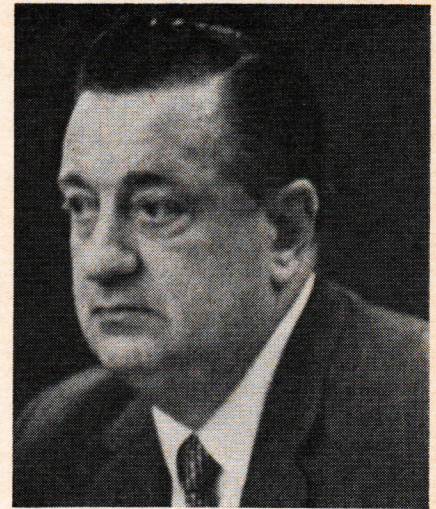
Delegates from warehouse locals in the West agreed at a San Diego, Calif., meeting to change the division name to the "Western Warehouse, Industrial, Aerospace & Allied Clerical Workers Council."

The unit is under the chairmanship of International Vice President George E. Mock of Sacramento, Calif. M. E. Anderson, secretary-treasurer of Local 986 in Los Angeles, Calif., is the director.

**ECT Rep
Speaks to
Science Group**

William Neidig, Eastern Conference of Teamsters representative, recently addressed the Commission of Vision of the National Academy of Sciences on the subject, "Visual Problems in Truck Driving."

Neidig was invited to give the academy group a grass roots view of



William Neidig

what might be done to reduce visual hazards on the roads. He urged that road signs—particularly those giving place information—be standardized with respect to size and location.

He also emphasized the need for improved and standardized design of mirrors, windows and their locations, and lighting, in addition to standard regulatory laws in the various states, plus standard visual requirements for drivers.

**White Collar
Organizing
Discussed**

General Organizer Rudy Tham, secretary-treasurer of Teamster Local 856 in San Francisco, Calif., recently spoke on the subject of white collar organizing at the invitation of the Northern California Industrial Relations Council.

The largest turnout of employers for a council meeting this year heard Tham discussed the details of his union's organizing efforts in the San Francisco hotel industry, banks, airlines and small business in Chinatown.

Receives Gift

John Norris, a member of Teamster Local 764 in Milton, Pa., retired recently after 15 years on the job at Cement Products Co., of Williamsport, Pa. His brother members gave him a gold watch.

Central States Pension Fund Payments

Payments from the Central States, Southeast and Southwest Area Pension Fund totaled nearly \$19.5 million between July 18, 1969, and Oct. 1, 1969.

Of the total, \$17,173,324 went into pensions and the remainder was expended for disability and death payments and survivor pensions.

The Fund reported that as of Oct. 1, 1969, there had been 32,957 pensions approved of which 5,307 pensioners had died and payments ceased, leaving a total of 27,650 active pensioners.

● Big L.A. Win

A majority of 240 workers employed by U.S. Electrical Motors in Los Angeles, Calif., voted for representation by Teamster Local 986 in a recent National Labor Relations Board election.

Bill Fontaine, Jr., Western Conference of Teamsters organizer, said the ballot count was 121 for the union and 98 against.

The bargaining unit includes production and maintenance workers and drivers.

Hoffa Scholarship



International Vice President Joseph Trerotola, director of the Eastern Conference of Teamsters, is shown presenting a Hoffa Scholarship award to one of this year's eight winners, Jeffrey Rosenfeld, whose father, Daniel, is a member of Teamster Local 607 in New York City. The youth's mother proudly witnesses the presentation. Young Rosenfeld is now a student at the Massachusetts Institute of Technology.

Hoffa Scholarship



Ronald Borges, research director for the Central Conference of Teamsters, represented General Vice President Frank E. Fitzsimmons when presenting the James R. Hoffa Scholarship Award to Connie J. Bevitt, one of this year's recipients of the \$6,000 Hoffa scholarship. Miss Bevitt is the daughter of Howard A. Bevitt, a member of Teamster Local 696 in Topeka, Kan.

Scholarship Applications Due Nov. 30th

The James R. Hoffa Scholarship Fund provides eight scholarships, two per Area Conference to the sons and daughters of Teamster members, for use in pursuing an undergraduate degree at an accredited college or university of the recipient's choice. Each scholarship is for a period of four years at the rate of \$1,500 per year totaling \$6,000 per student. Recipients are selected on the basis of scholastic achievement, personal qualifications and financial need by a committee of people experienced in the field of higher education.

Students who are currently in their senior year of high school are urged to complete the application form found in this issue of the International Teamster magazine. Applications are due on or before November 30, 1969.

In addition to the James R. Hoffa Scholarships, there are many scholarships sponsored at the Local Union, Joint Council and Area Conference level. A comprehensive listing of these Teamster programs is available from the James R. Hoffa Scholarship Fund.

Students are also urged to explore the many scholarships offered by private organizations, colleges and universities, as a student may be uniquely qualified for a scholarship that is given in his area or for some specific qualifications. High school counselors and college financial aid directors are valuable sources of this information. Local libraries will contain many books on where to write for scholarship information. Not to be overlooked are student work and loan programs. Specific information on these is generally available from the school which the student hopes to attend.

Additional information on the James R. Hoffa Scholarships may be obtained directly from the

JAMES R. HOFFA

SCHOLARSHIP FUND

25 Louisiana Avenue, N.W.

Washington, D.C. 20001

APPLICATION

JAMES R. HOFFA SCHOLARSHIP FUND

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

1969-1970 PROGRAM

In order that you may fulfill the requirements and meet the deadlines of this program, your application should reach the Scholarship Fund not later than NOVEMBER 30, 1969. Failure to comply with this regulation may result in your disqualification.

APPLICANT TO COMPLETE ITEMS 1-14.

A. APPLICANT

1. Name

LAST

FIRST

(Use your given name, not a nickname)

MIDDLE INITIAL

Print your Last Name, First Name, Middle Initial and Address in the boxes provided. Place only one capital letter, punctuation mark or numeral in each box. Abbreviate if necessary. If both your parents belong to the Teamsters Union, submit only one application.

2. Address

STREET

CITY & STATE

ZIP CODE

3. Date of Birth _____

month

day

year

4. Sex. M _____ F _____

5. Social Security number: - -

If you do not have a Social Security number, check here. _____

B. SCHOOLING

6. Name and address of high school which you are attending:

Name _____

Address _____

7. Expected date of High School graduation _____ 1970.
month day

8. Early Admission Students

_____ Check here if you are entering college in 1970 *without* completing high school. All early admission students are required to attach the following to this application:

1. A letter (may be a photostatic copy) from a college or university showing that you are under consideration as early admissions student.
2. A letter from your high school principal attesting to your ability to carry college work without completing high school.

9. Canadian Students: In 1970 I will complete (check) one

☐ Junior Matriculation

☐ Senior Matriculation

Note: Do not apply in your 12th year if you plan to take Senior Matriculation. You may apply for a James R. Hoffa Scholarship only once.

C. PARENTS

10. A. _____
Teamster parent's full name

Relationship (Father, mother, step-parent, guardian, etc.)

(Note: If Teamster member is a step-parent, guardian, etc. Item 13 MUST also be completed.)

B. _____
Other parent's name

Relationship (Father, mother, step-parent, guardian, etc.)

11. ☐ Check if Teamster parent listed in Item 10-A is deceased. If so, has your surviving parent remarried? _____

12. _____
Address of Teamster member if different from applicant's.

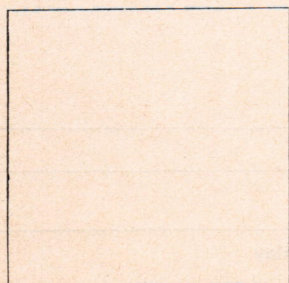
13. This section is to be completed by the person listed in Item 10-A only if he or she is NOT the natural parent of the applicant. Natural mothers and fathers should NOT fill in this section.

Relationship to applicant _____
(Step-father, legal guardian, etc.)

I hereby certify that I provide in excess of 50% of the financial support of the applicant and that the applicant is my dependent for Federal income tax purposes.

(Signed—Teamster member)

Subscribed and sworn to before me this _____ day of _____, 1969 in the City
(County) of _____ in the State of _____.



Seal

(Notary Public)

My commission expires _____

14. Signed _____ Date _____
Teamster member

Signed _____ Date _____
Applicant

Upon completion of Items 1-14, forward this application to the Secretary-Treasurer of your parent's Local Union. The Secretary-Treasurer will send the application directly to the James R. Hoffa Scholarship Fund, which will acknowledge its receipt and advise you of additional requirements.

SECRETARY-TREASURER TO COMPLETE ITEMS 15-19.

15. Local Union Number _____

16. Conference Affiliation (check one):

_____ Central

_____ Eastern

_____ Southern

_____ Western

17. I hereby certify that the member named in Item 10-A, Ledger Number _____, is not and has not been an officer or employee of this Local Union and has not been suspended from membership (check one):

a. _____ for at least twelve consecutive months prior to November 30, 1969.

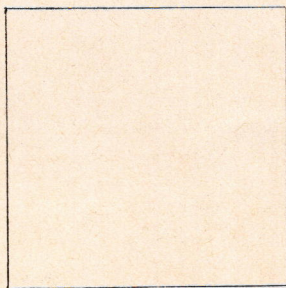
b. _____ for at least twelve consecutive months prior to his retirement.

c. _____ for at least twelve consecutive months prior to his death.

d. _____ since _____ after depositing his withdrawal card which was taken on
date, less than twelve months
_____, and that during the twelve consecutive months prior to his withdrawal
date
he was not an officer or employee of this Local Union and was not suspended from membership.

e. _____ Since _____ after his transfer from Local Union _____. Forward this
date, less than twelve months number
application to the specified Local for completion of Item 20, 21, 22.

18.



Local Union Seal

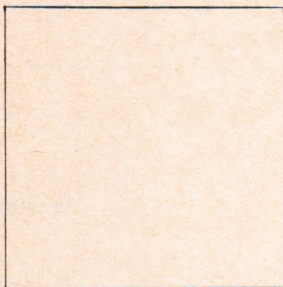
19. Signature of Secretary-Treasurer:

date

20. If Item 17-e above is checked, this section is to be completed by the Secretary-Treasurer of the specified Local Union.

I hereby certify that the member named in Item 10-A, Ledger Number _____, was not an officer or employee of this Local Union and was not suspended from membership for _____ consecutive months prior to his transfer on _____.

21.



Local Union Seal

22. Signature of Secretary-Treasurer:

_____ date

* * * * *

**FORWARD THIS APPLICATION DIRECTLY TO THE
JAMES R. HOFFA SCHOLARSHIP FUND
25 Louisiana Avenue, N.W.
Washington, D.C. 20001**

TO BE SUBMITTED NO LATER THAN NOVEMBER 30, 1969



Recognition

More Than 2,000 Attend Dinner Honoring Vice President McCarthy

More than 2,000 friends and associates of International Union Vice President William J. McCarthy were in attendance at Boston's Civic Center last month at a dinner honoring the Boston labor leader.

Numbering among the guests were General Vice President Frank E. Fitzsimmons, General Secretary-Treasurer Thomas E. Flynn, International Union Vice Presidents Harry Tevis, Joseph Trerotola, Dominick Calabrese, William Presser, and Josephine Hoffa, wife of General President James R. Hoffa.

The dinner honored McCarthy for more than 33 years in the Teamster movement, 25 of them as an official. McCarthy is president of Boston Local 25.

Fitzsimmons said of McCarthy:

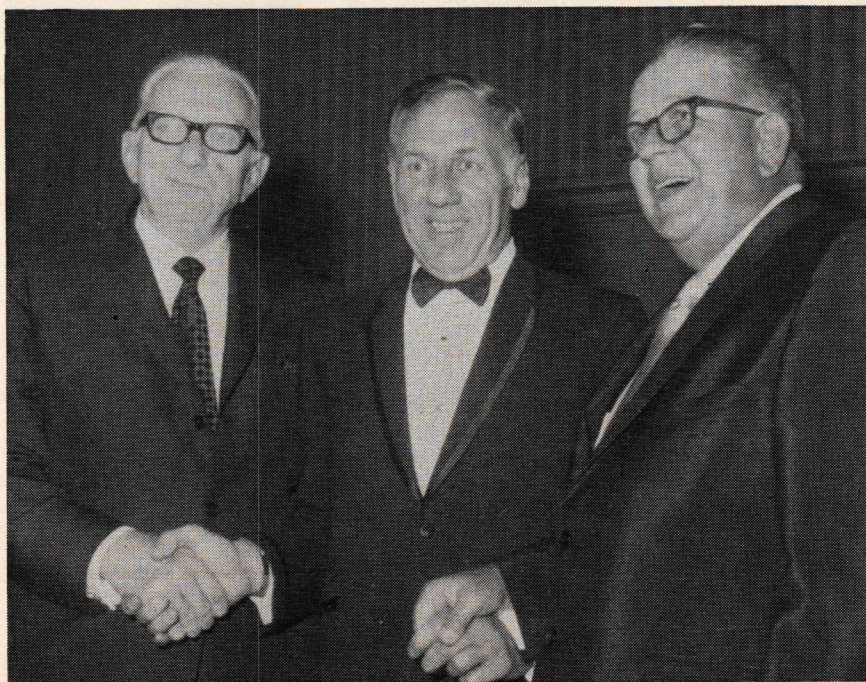
"I have always believed that the rank-and-file members make or break a labor leader. If the leader is truly entitled to office, he is returned to that

position of leadership in local union election, one after another. If not, the rank-and-file has a way of retiring one who is not doing a job and looking elsewhere for leadership.

"Billy McCarthy has no problems with the rank and file of his local union. In fact, Local 25 has a history of spirited elections, and it never seems to lack for candidates. It was a real

tribute that in the last Local 25 election the membership elected Billy McCarthy its president without opposition—the first time in the local union's history that it has done so," Fitzsimmons said.

Flynn praised McCarthy for his work not only in Local 25, but in the Eastern Conference of Teamsters, and in the International Union.



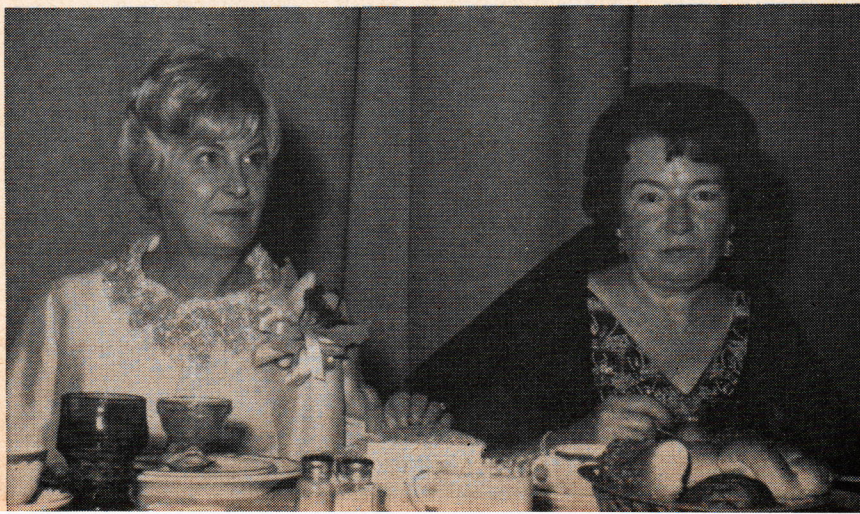
Friends and colleagues of IBT Vice President William J. McCarthy of Boston, Mass., held a testimonial dinner in his honor recently in recognition of his 33 years in the Teamsters of which he has held office for the past 25 years. In photo at top, a beaming McCarthy is flanked by General Vice President Frank E. Fitzsimmons and General Secretary-Treasurer Thomas E. Flynn. In bottom photo, Mrs. Josephine Hoffa, wife of General President James R. Hoffa, sits with Mrs. Mary McCarthy, wife of the vice president.

Testimonial Held for John Maloney

Friends and associates of John E. Maloney, president of Teamster Local 706 in Chicago, Ill., held a testimonial dinner for him recently in honor of his 38 years' service in the Teamster movement.

Maloney first joined the Teamsters Union in 1910 and was elected vice president of Local 706 in 1931. He held that office until his election as president in 1956 and was reelected regularly to that office until his recent retirement.

Maloney also served as a trustee of Teamster Joint Council 25 in Chicago for seven years.



After Camille

New Orleans Teamster Trio Aids Hurricane-Hit People



These three members of Teamster Local 270 in New Orleans, La., inaugurated their own relief campaign to help needy people after Hurricane Camille did its deadly damage in the Gulf Coast region recently. Left to right are: Charles Burdett, Charles Timberlake and Tom Moody.

Three members of Teamster Local 270 in New Orleans, La., did outstanding work in helping families that were victims of Hurricane Camille after the big wind swept through the Mississippi Gulf Coast area.

Volunteering their time and labor to transport needed supplies to hurricane victims were Charles W. Burdett, Thomas C. Moody and Charles E. Timberlake, all employees of Red Ball Motor Freight, Inc.

First, the trio collected money for the immediate financial relief of Red Ball personnel at the company's Gulf Port terminal. Then, turning their talents to a bigger challenge, they organized and helped man a pool of tractor-trailers and offered the services of same to various relief organizations in and around New Orleans for transportation of emergency relief materials.

On many occasions, the three Teamsters and other Local 270 members recruited by them, ran special runs to Plaquemine, La., and the Mississippi Gulf Coast in their free time, using rigs donated by the Common Motor Carriers of New Orleans.

Burdett, Moody and Timberlake received expressions of appreciation and congratulations from both Local 270 and Red Ball for their humanitarian venture in a time of dire need.

IBT Tops Balloting In August

As usual, Teamsters Union affiliates led all other unions in single-union balloting conducted by the National Labor Relations Board during the month of August.

Teamster local unions were on 149 of the total of 587 single-union ballots—or better than one of every four. Teamster victories were scored 89 times while all unions together won 328 elections, making the Teamster share of wins more than 27 per cent.

Of the 15,895 employees eligible to vote in the units won by all unions in the single-union category, some 2,231—or more than 14 per cent—elected to go Teamster.

Fitz-Flynn Backing United Funds

TEAMSTER General Vice President Frank E. Fitzsimmons and General Secretary-Treasurer Thomas E. Flynn have urged America's two million Teamsters to be generous in their giving to United Community fund raising campaigns.

United Community campaigns throughout the nation, with the active support of organized labor, have joined in an effort to raise voluntary giving to the \$1 billion level in the shortest possible time in order that the voluntary health and welfare field might better innovate and expand service in problem areas plaguing the country today.

Last year, some 2,250 United Funds raised \$755 million to help 28 million families through 31,500 health and welfare agencies. The bulk of these community campaigns this year will kick off between now and Thanksgiving.

Approximately one-third of last year's giving came from the ranks of organized labor.

In a joint statement in Washington, D. C., Fitzsimmons and Flynn declared:

"As this nation rushed into the moon-age of the 20th Century, many, many Americans have been left behind, with the result that they live in misery and need.

"Certainly, we in the Teamsters have shared in America's abundance, and if our dedication is true, if our good faith is to be demonstrated, we must be generous in offering a helping hand to those in need.

"We urge all Teamsters to express their concern for America's problems and their concern for the needs of others by giving generously, in their community, to the United Fund campaign."

Labor Priest Dies

Father Louis J. Twomey, long-time friend of organized labor and director of the Institute of Human Relations of Loyola University in New Orleans, died October 7, 1969.

Fr. Twomey was a featured speaker at the 23rd meeting of the Southern Conference of Teamsters held last July in Biloxi, Mississippi.

Oklahoma Retiree Pens A Letter

Dear Bros. Hoffa and Fitzsimmons:

I would like to thank the International Union and also Teamster



Local 886 of Oklahoma City, Okla., for the pension I'm now receiving. I drove a truck 28 years and was driving for Texas Oklahoma Express out of Dallas when I retired. Thanks again,

Fraternally,
Harold V. Watkins
Enid, Okla.

Ohio Local Has School For Retirees

Teamster Local 407 of Cleveland, Ohio, has established a school for members that have retired or are about to retire so as to help them adjust to their new leisure and show them how to usefully spend their time.

Thomas E. Lee, Local 407 secretary-treasurer, said the first group of 30 students, ranging in age from 40 to 60, attended classes one night a week for six weeks and heard speakers from education, business and medical professions discuss retirement.

Lee commented: "We try to show them there is a lot more they can do than just sit on a porch or go to a bar."

Wives are encouraged to attend the classes with their husbands, Lee said, because they play such an important role in the retirement period.

Response to the unusual counseling service was very favorable, according to Lee.

In Detroit

Local Hires Guidance Counselor To Help Members with Problems

Teamster Local 299 of Detroit, Mich., has retained a guidance counselor as head of a 6-month pilot program aimed at helping the local union's 20,000 members solve any personal problems they may have.

Appointed to the job was Andrew Irvine, Jr., director of the Veterans of Foreign Wars' rehabilitation and welfare program in Detroit for the past 21 years.

Rolland McMaster, administrative assistant to Local 299 Vice President Frank E. Fitzsimmons, said the decision to offer the guidance service to members resulted from a recent tragedy that befell a member.

He said a wife of one of the local's drivers had committed suicide after learning her husband had been laid off by a trucking firm going out of business.

"In the past," said McMaster, "we had received hundreds of calls from members unable to solve personal problems by themselves. We had referred them to lawyers, churches and social agencies—but the suicide really

pointed out our need for a full-time counselor."

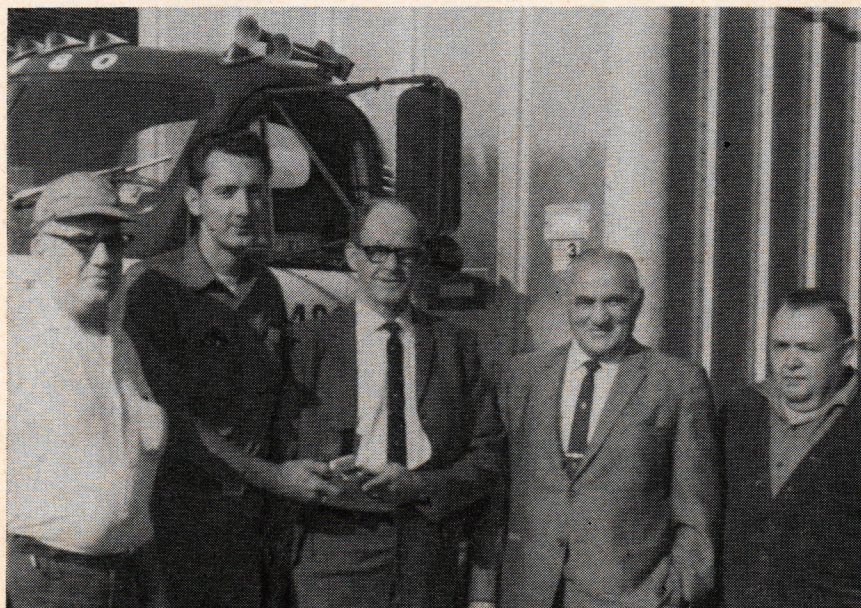
Irvine's main task, said McMaster, will be to provide quick, on-the-spot help for members with troubles. Many problems undoubtedly can be solved with instant attention. The main thing is to get help to the people as quickly as possible.

Irvine, a native Detroit, commented: "Everyone's got problems in today's fast-paced society, but the workingman usually has more than most. In the past, they just haven't known where to turn."

The addition of the guidance counselor to Local 299's staff is expected to take some of the burden off the shoulders of the business agents who, while well-equipped to handle problems caused by work pressures, have not had enough time to give attention to such problems as a depressed wife whose attitude may be affecting her husband's job.

"This new service," McMaster said, "should help us solve a lot of those problems."

Drives 47 Years



James McCaffrey (center) of Teamster Local 500 in Philadelphia, Pa., retired recently after driving 47 years for Acme Markets, and received the best wishes and a watch from (left to right): Tom Waugh, Bill Maitland, shop steward, Harry Minnick, Local 500 business representative, and Steve Srik. McCaffrey's driving record included a 44-year safe-driving span over 2,500,000 miles.

Growing Concern

Lawmakers and Public Officials Probe Product Safety for Nation's Consumers

GROWING concern of lawmakers and public officials over the plight of the consumer is reflected in congressional inquiries into product safety, and public statements by solons and officials of the need for remedial legislation.

St. Louis' Congresswoman Leonor K. Sullivan as an example of the lack of progress in this vital effort, pointed out that 31 years after enactment of the Food, Drug and Cosmetic Act, there are still repetitive complaints alleging fraud, hazards, and a lack of concern for the buyer.

Of federal guidelines for consumer protection, Representative Sullivan told the National Commission on Product Safety they should "check how adequate laws are for the protection of the consumer, and then press to close the loopholes with legislative suggestions."

Former Miss America, Bess Myerson Grant, now Commissioner of Consumer Affairs for the City of New

York, joined with New York Congressman Benjamin S. Rosenthal to testify before the inquiry panel on product safety, that two highly regarded national magazines were "double-crossing housewives and mothers who trust the 'seals of approval' the magazines confer on products for her home."

Specifically condemned by Representative Rosenthal and Mrs. Grant to be "a fraud and a double-cross" were 'Good Housekeeping' and 'Parents' Magazines, whose seals of approval for products advertised "are accepted by housewives and mothers to mean that a product is safe, though it has not been backed up by independent or government standards of safety."

"The fraud on the public inherent in Good Housekeeping and Parents seals has not escaped attention of the Federal Trade Commission," continued Mrs. Grant, noting an order by the FTC in 1941 against

the publisher of Good Housekeeping, and a similar FTC order in 1966 against Parents', both orders prohibited the use of the word "approved" in their seals.

Mrs. Grant expressed her view that there should be a federal department to set consumer product safety standards, before they could issue seals of guaranty.

According to testimony by Representative Rosenthal, 12 products advertised in Good Housekeeping have been, or now are, under Federal Trade Commission investigation "for possible violation of false advertising statutes."

"My personal conclusion," he said, "is that guarantee or commendation seals have no public interest value, and are of little or no benefit to anyone except advertisers. It's idiotic for anyone to put any trust or confidence in a product that bears this seal."

Congressman Rosenthal, who is Chairman of a special consumer inquiry in the House of Representatives Government Operations Committee, introduced a letter from Mr. Howard C. Coan, identified as a former assistant editor of Good Housekeeping, revealing that the magazine's Testing Institute was a "means of suppressing stories and statements that would be unfriendly to any of Good Housekeeping's advertisers."

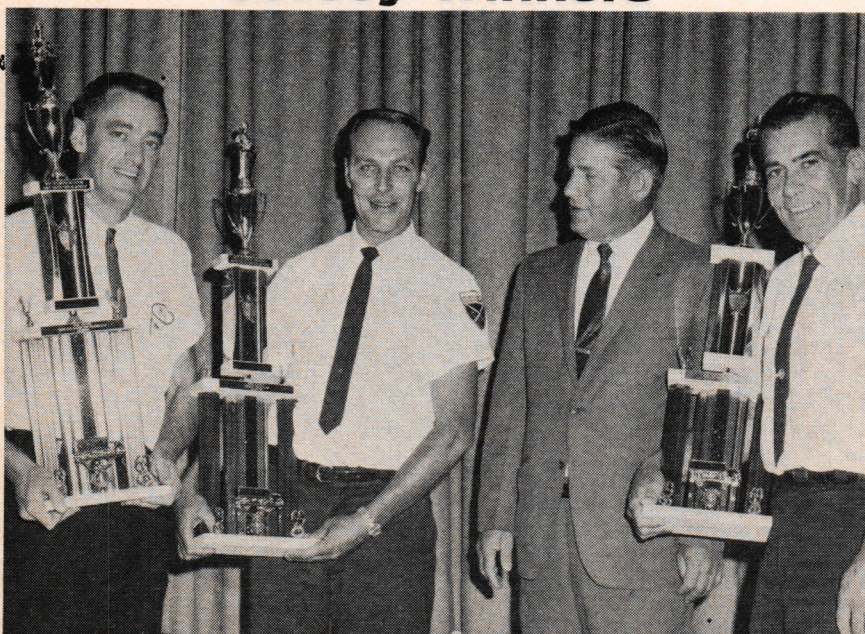
"Often," the letter stated, "the editor would insert the Good Housekeeping Institute into a story to make it appear to the reader that the institute had tested out or checked out a specific product or item. This testing is frequently minimal or non-existent."

An attorney for the magazine called Mrs. Grant's testimony "irresponsible, vague and lacking in fact."

A prepared statement by the publisher of Good Housekeeping admitted that "only products which advertise in the magazine are eligible for the seal."

"The magazine," wrote publisher Raymond J. Peterson, "never has been nor is it now involved in any form of any program of product certification as the term is understood today."

Jersey Winners



Three members of Teamster Local 676 in Collingswood, N.J.—all employed by Kowalsky's Express Service in Millville, N.J.—won trophies in state rodeo competition prior to the national rodeo. Shown are (left to right): Presker J. Bohanan, Jr., first in 4-axle; Edward G. Hoooven, first in straight truck and also rookie-of-the-year; Gene Halter, company safety supervisor, and Carl Hultgren, second in 5-axle.

Jobless Act Inequities

Proposed Unemployment Benefits Bill Falls Short of Workers' Requirements

Thirty years ago, the federal government joined hands with the states in a nationwide system of unemployment insurance. Today inequities in the program are apparent to government, business and labor leaders alike.

In hopes of revising the Federal Unemployment Tax Act, the Nixon Administration has sponsored H.R. 12625, Employment Security Amendments of 1969. However, if the problems of the current system are examined, this bill prepared by the Department of Labor will prove inadequate in its attempt to effect greater job security for an increased amount of workers.

What are the inequities of the present system? While 57.7 million workers are protected by unemployment insurance, 16.6 million are not. Unemployed workers who are insured are unable in two out of five cases to get a benefit equal to one-half of their wages. In times of recession and high unemployment rates, these benefits run out before men can find a new job.

About half the states will curtail an unemployed worker's benefits if he attempts to upgrade his employability through job training. Also, the designation of \$3,000 as the limit of wages taxable to finance the system is outdated, and provides inadequate funds for meeting the needs of today's workers.

How does the new bill plan to remedy these inadequacies? Coverage will be extended to an additional 5.3 million workers in small firms, farms, agricultural processing industries, non-profit organizations, state hospitals and institutions of higher education, and certain categories of salesmen and delivery tradesmen not currently defined as employees. In times of national economic setback, a federal program to extend benefits for a longer period of time will be automatically triggered by an unemployment rate of 4.5 percent for three consecutive months.

An individual undertaking job training cannot be ruled ineligible for unemployment insurance benefits. In addition, the taxable wage base will

be raised to \$6,000. This prevents the payroll tax from becoming a mere head tax which discriminates unfairly against low-wage paying employers by making them pay a proportionately higher percentage of taxes. Raising the tax base will also provide the additional revenue to finance extended benefits.

But does the proposed legislation fall short of meeting the unemployment insurance needs of the nation's workers?

It most certainly does, because over 11 million working people would still be excluded from the system's benefits. No justification has been given for the continued exclusion of these workers, many of whom are employed in low wage jobs at the work force entry level. In times of recession, these workers are often the first to be fired, and the last to be hired. If one of the assets of the unemployment insurance system is to act as an economic stabilizer in times of recession, preventing further declines by sustaining purchasing power, then

all the more importance should be attached to insuring this level of wage earners who represent one of the least stable elements of the working population.

Excluded from coverage by the proposed legislation are over two-thirds of the nation's farm workers. Only farm employers who hire four or more workers for 20 weeks are included under the new bill. Why must a worker's right to protection depend upon the number of his fellow workers?

As the Department of Labor has itself declared of the system, "it was always expected that coverage would be extended further as soon as the administrative feasibility of such further extension had been demonstrated." This administrative feasibility has been demonstrated by the experience of states which have extended their program to employers of only one worker. The Department of Labor tells us these states have encountered no serious problems resulting from such broad coverage.

Teamster Champs



This little league baseball team sponsored by Teamster Local 245 of Springfield, Mo., captured first-place honors in its league this year with a 14-1 record in league play and a 25-1 overall score. Left to right are: Front row—Joe Scott, Lindy Snider, Randy Marlin, David Scott, David Melton, Gary Lamb, Darrell Bussard; back row—Coach John Beazley, David Davis, Sam Stine, Mike Thomas, Jeff Cheek, Selden Martin, Johnny Beazley, and Ben Scott, manager.

Why then must coverage in the Department of Labor's own bill be limited to farm employers of more than four workers? Are farm workers different from other men and women in their need for employment security?

Certain non-farm employers support this occupational discrimination on the basis that farm workers may receive more in benefits than their employers pay in contributions. But there already exist industries covered whose workers do cost more in benefits than their employers pay, and this has not kept them from being included in the system. Why single out agricultural workers for a denial of their rights? There are also groups who contend that coverage of farm labor should be delayed until more experience is gained as to its feasibility.

But the circular logic of this argument is obvious—how can experience be gained if coverage is never granted? And besides, the administrative feasibility of record-keeping for farm workers has been demonstrated by the experience of records kept by farm employers for Old Age, Survivors, Disability and Health Insurance.

So lacking in jurisdiction are these arguments that they seem the dialectic of interest groups working for financial benefit at the expense of the personal security of our nation's agricultural workers. The strength of America grew from its rich soil; are we to be shabby in our treatment of those who still choose the honest labor of tilling our fields?

Besides the systematic exclusion of millions of American workers, H.R. 12625 has other drawbacks. Nothing has been proposed in the current legislation to remedy the inadequate benefits paid to unemployed workers. President Nixon has stated that "it is essential that benefit maximums be raised."

He calls upon the states to act to meet a goal of a maximum benefit of two-thirds of the average wage. The responsibility for setting benefit amounts has been the states', and their performance has been poor. As of July 1969, the maximum benefit was below 50 per cent in 32 states, despite urgings by four previous Administrations to raise these percentages. The disappointing record of the states underlines the need for federal action in setting benefit standards.

Though the bill sets a minimum standard of 15 weeks of work to qualify for receiving benefits, no maximum limit has been given beyond which states could not raise the qualifying requirement. To protect workers, a maximum federal standard of 20 weeks should be set.

In addition, the proposed bill attempts to disqualify workers who are out of work due to a labor dispute from receiving benefits, even though certain states have allowed such compensation after the passage of a specified period of time. Insufficient justification has been given for this mandatory prohibition of state paid benefits to striking workers.

Another flaw in the bill is the manner in which it attempts to provide extended benefits for workers unemployed for a long period of time because of a nationwide setback in the economy. The legislation provides that when unemployment reaches 4.5% of the nation's insured labor force, benefits should be extended beyond the normal benefit period.

It is true that it is harder to find a job when many are unemployed, and if through a program of unemployment insurance we can maintain the purchasing power of those who are not employed, a further decline of the whole economy can be prevented. However, the 4.5 per cent factor which triggers the extended benefits period of the Administration's proposal is based on the rate of joblessness among insured workers. Millions of workers are uninsured, and among these millions are men first to feel an economic slowdown because they work in low wage jobs at the workforce entry level, where they may be last to be hired, and first to be fired. So the first effects of a slowdown in our economy are never even reflected in the statistics that actuate the extension of benefits. And the whole process of stabilizing the economy through the unemployment insurance system would be rendered less effective by failing to include the first group affected by an economic downturn.

Local Levels

In addition, the provision extending benefits in time of high national unemployment does not recognize that pockets of severe unemployment can exist at regional and local levels. Depressed economic conditions at these levels may not be reflected in national unemployment percentages. Workers caught in adverse local conditions need the protection of extended unemployment benefits as much as men put out of work by economic setbacks of nationwide scope.

All of these arguments point up the continuing failure of government to adequately revise our unemployment insurance system. The proposed legislation, H.R. 12625, Employment Security Amendments of 1969, is an attempt to correct many of the problems, but by continuing the discrimination against millions of American workers who are excluded from the protection of the system, and by not grappling directly with the problem of inadequate benefits.

Teamster Trophy



The Halifax Kinsmen Little League All-Stars won the Teamster Local 927 trophy to become champs of the Halifax-Dartmouth Metropolitan Little League recently. Ralph Ballam (left), president of Local 927, presented the trophy to Coach Art Flynn and team captain Grant Ballam, son of the local union officer.

DRIVE REPORT

The Urgent Need For Labor Political Action



Indiana Sen. Vance Hartke (left), Local 135 President Loran Robbins (right), and Teamster stewards talk over proposed changes in driver qualification regulations.

By
Daniel DeGregory
Local 926

AMERICAN WORKING men and women have organized and demanded the qualities which have brought the American Labor movement to its present level of prestige, a level unsurpassed in the history of any organized body of workers in the world.

This degree of achievement was not derived from the generosity of government or from the broad-mindedness of management. It is the product of a long uphill struggle, a struggle which must continue because trade unionism still has a long way to go to realize its objectives for society in general.

The interests of the American trade union movement are more nearly universal in scope than those of any other secular group. When we fight for better schools for our children, we help provide better schools for all children.

When we seek to eliminate slums and provide better housing, we are helping to make our communities better and more wholesome places in which to live and raise a family.

When we advance democracy in local, state and national government, and seek to secure representation which responds to pressing needs of many rather than to demands of the selfish, we work for good American government—not a labor government.

Our first duty is to protect and advance bread-and-butter interests of our membership. However, our ability to do this is greatly affected by the political, economic and social environment in which we operate. Just how well we perform our duty depends upon the intensity with which the rank-and-file member is willing to accept his responsibility to make our
(Continued on page 26)

Job Threat

Sen. Hartke and Indiana Teamsters Talk Over Proposed Driver Rules

Indiana Teamsters met recently with Sen. Vance Hartke (D-Ind.) to discuss proposed regulations that would alter driver qualifications to the detriment of professional truck drivers and the grievance system.

When Sen. Hartke, a ranking member of the Senate Transportation Committee, had heard the Teamsters' views he figuratively threw up his hands and said: "You don't have to say any more. We shouldn't have that happen."

The meeting with the Indiana Senator was arranged by Loran Robbins,

president of Teamster Local 135, on a grass roots basis. Present were shop stewards able to provide the Senator with down-to-earth reactions of rank-and-file members to the proposed rule changes.

Robbins set up the meeting in response to a recommendation by General Vice President Frank E. Fitzsimmons recently that members fight certain of the proposed regulations that would be detrimental to truck drivers.

Sen. Hartke heard Robbins and the
(Continued on page 26)

Gimmick Helps Rich

Ohio Congressman Uncovers Another Hidden Tax Loophole

Rep. Charles A. Vanik (D-Ohio) commented recently that "every day turns up a shocking new tax loophole which increases the burden on the average taxpayers who must foot the bill."

Vanik's remark was made in the

House of Representatives as he disclosed a big loophole that has been unpublicized.

He cited Internal Revenue Service figures showing that interest on delinquent taxes owed to the United States by individuals and corporations

hit a massive \$567 million in fiscal 1969. The figure indicates a total tax delinquency for the year of \$9.5 billion.

Rep. Vanik explained that many rich people and corporations are deliberately letting their taxes ride and paying the required 6 per cent interest penalty. In turn, they invest the money (unpaid taxes) in operations returning 8 to 12 per cent interest.

Thus, said the congressman, the delinquent taxpayer makes a big profit "at the expense of all other taxpayers who pay their bills." Moreover, the delinquent can write off the 6 per cent interest he pays the IRS against his current taxes.

"This reward for delinquency," Vanik stated, "adds a cruel insult to the average taxpayer who has to pay his tax bill through payroll deductions before it is due."

Need for Political Action

(Continued from page 25)

environment one which reflects good for the total community.

Today, when government is the dominant force in all our lives, there is but one means by which we can accomplish the total community good—through political action. And that is why DRIVE (the political and legislative arm of the Teamsters) was established.

First of all, though we are primarily an economic organization, we cannot ignore the fact that political issues, tax and monetary policies, budget appropriations, social security, disposition and handling of natural resources, as well as labor legislation, directly affect jobs, wages, living standards, security and freedom of the membership. All have a direct bearing on gains we make through collective bargaining and direct economic action.

Secondly, to neglect political action is to court political attack by special interest groups. When the public gets government *by* bankers, the public gets government *for* bankers. When the public gets government *by* big business, the public gets government *for* big business.

Today, we have both, and the same narrow concepts which led us into the Great Depression 40 years ago prevail today. It is labor and the public at large which will pay the price if history repeats itself.

Political self-defense, therefore, demands political action.

Finally, the American labor movement is the only consistent spokesman for the broad domestic programs which go begging in the country today—decent housing, medical care, broader educational opportunities for all. These and others are no less im-

portant than traditional labor goals of higher wages and shorter hours, but they are beyond the scope of collective bargaining alone.

The achievement of our goals depends upon our ability to use our political strength as well as our economic strength. But there is a difference.

Unlike business groups now in the saddle in Washington, D. C., we do not seek to 'run the country' to the exclusion of all other interest groups. We simply try to lend our political weight to the scales of political decision, hoping to establish proper priorities in relation to the many domestic needs.

Our job is made difficult by many things, not the least of which is the political spellbinder, the demagogue, and the political huckster through the channels of mass communications. They drown the basic issues in a cheap commercialism which attempts to sell their candidacy to all, but for the good of the favored few.

We must continue to build our political programs on faith in the common sense of the American people. We must build for the good of the total community on our belief that—given access to the facts—the American people will take the right course of action.

To doubt that basic faith is to lose faith in democracy itself.

To approach political action—as a trade unionist—with less vigor and dedication than we have approached the bargaining table and the picket line is to default all gains and benefits which have come to us and the total community because of our collective action.

Sen. Hartke

(Continued from page 25)

stewards point out how the whole procedure that has been proposed by the Department of Transportation would undercut the grievance system which has been built up through the years and contributes so much to stabilizing labor-management relations in the motor freight industry.

As it stands now, business agents cope with driver qualification problem on a straightforward basis with management. But if the power of discharging drivers is placed in the hands of an unseen and remote Washington bureaucrat, then congressmen would find themselves receiving calls for help in cases where drivers feel they suffered when their cases were up for review.

It was at this point that Sen. Hartke issued his "say no more" remark.

Robbins said it is hoped that Congress will be able to influence the Secretary of Transportation in revising some of the proposed regulations so as to eliminate threats that would be posed to Teamster drivers and the grievance procedure.

New Definition

Dr. Arthur Burns, chief economic adviser to President Nixon, was quoted recently as saying: "We are suffering from misleading statistics. We seem to have forgotten that poverty is an intellectual concept."

More Letters Needed

Tax Reform Movement Dealt Blows in Committee

Real tax reform—the kind that organized labor has been demanding—may have come in like an autumn hurricane, but is going out not much better than a whisper.

First the House was going to come up with a meaningful bill that would really close glaring loopholes, make millionaires pay at least token taxes and give the average American a break.

It came up with a fair bill that drew considerable liberal and labor support, although it did not go far enough. Then President Nixon turned up with his own program.

He wanted to cut down on the tax relief that helped the medium wage and salary worker and give the benefit to the corporations and the upper tax brackets.

Now the Senate Finance Committee is cutting even more deeply into what gains were made in the House bill to the point where “reform” has become pretty much of a misnomer.

Already the Finance Committee has turned back two basic reforms that made up the backbone of a true loophole closing:

* The Committee restored the tax exempt status of state and local bonds which cost the Federal Treasury some \$2 billion annually. This means that the millionaire owners of such bonds can still collect huge interest payments without paying a cent on such income.

* The Committee turned down another basic reform by restoring the original six-months holding period for capital gains instead of the one-year holding period that the House had voted. So far it has not turned down the House proposal that would increase the tax on capital gains above the 25 per cent limit that is now in the law, but the way is still open for such a cut.

Both of these reforms are vital elements in the tax reform proposals that have been made by organized labor. Labor spokesmen told the Senate Finance Committee that interest on state and local bonds “should be taxed in full” with the Federal Government helping states and local communities to meet their fiscal needs without per-

mitting immensely wealthy persons from using exempt bonds as a means of avoiding taxation.

Labor also has taken the position that closing the capital-gains loophole was essential saying: “There cannot be tax justice as long as unearned income is half-taxed while earned income is taxed in full.”

The Senate Committee has not yet acted on the notorious oil depletion tax loophole, but its position on bonds and capital gains gives no indication that it will go along with the cut from 27½ per cent to 20 per cent voted by the House. Organized labor thinks the depletion allowance should be eliminated altogether.

Senator Russell B. Long, Chairman of the Finance Committee, has already said that he regards it as his job to represent the oil interests of his state and that he intends to oppose any cut in the depletion allowance. The rest of the Finance Committee, as indicated by the votes already taken, leave little hope that a really serious attack on oil depletion will be made.

What is bothering supporters of genuine tax reform in Washington, D.C. is a sharp fall-off of letters from back home . . . Apparently lulled into a false sense of security, the average taxpayer, whose outrage some months ago over tax inequities sparked today's tax bill, has stopped writing his Congressmen.

“Get those letters coming again,” is the plea of the tax reformers to the grassroots.

Harrington Elected To Congress

Michael J. Harrington, noted expert on American poverty, recently was elected as the new Representative to Congress for the 6th District in Massachusetts, ending a Republican hold on the seat since 1875.

Harrington received the endorsement of organized labor and defeated State Sen. William L. Saltonstall for the seat left vacant by the death of Rep. William H. Bates. Saltonstall is the son of former Sen. Leverett Saltonstall.

Sen. Young Gives View Of Saigon

“More than 200,000 young men living in and near Saigon, from 20 to 40 years of age, paid \$685 to \$1,100, or their parents paid that amount, to evade the draft. Eighteen-year-olds are entirely exempt. Nightly, drugstore cowboys ride motorcycles at high speeds, or fill Saigon movie houses and bars or engage in black market operations. Procurers number many thousands. Saigon authorities could draft two regiments almost any night by seizing all 18 to 25-year-old young men who leave the movie houses at the end of the final picture.”—Sen. Stephen Young (D-Ohio), Aug. 1, 1969.

● Changes Urged

Sen. Vance Hartke (D-Ind.) recently called for modification of the Taft-Hartley and Railway Labor Acts “to insure that the collective bargaining process will continue unabated.” He was especially critical of the “national emergency” provisions of the laws which permit the government to bar work stoppages—making the federal government an “invisible partner” of management.

'Work' Group Sings the Blues

The National ‘Right to Work’ Committee, founded by the late Congressman Fred Hartley, co-author of the Taft-Hartley Act, has fallen on sad times. President Nixon has betrayed them, according to committee leaders, by not only conceding the right of government employees to organize and bargain collectively, but even announcing that he would not oppose a union shop for postal workers.

“The way things are going,” commented the *Washington Star*, “the ‘right to work’ committee wouldn’t be surprised if President Nixon appoints George Meany as his next Secretary of Labor or Walter Reuther as Secretary of Commerce.”

SPOTLIGHT ON *Legislation and Politics*



- Unemployment Compensation

Spokesmen from big and little business, farm groups and related interests appearing at hearings before the House Ways and Means Committee voiced strong opposition to an Administration-supported workmen's unemployment compensation bill. The bill would raise the wage base to \$6,000 by 1974.

- Day Care Centers

The Senate passed a measure that would permit employer contributions to day-care centers for the children of working mothers if such plans were negotiated in collective bargaining. The bill amends the Taft-Hartley Act and also includes scholarship programs on the list of exemptions.

- GOP Invasion Planned

"Republicans Speak on Vital Problems," a new program financed by the GOP Congressional Campaign Committee, plans to dispatch Republican congressmen for speech dates this fall and next year into districts where there is hope of unseating incumbent Democrats.

- McCarthy Prods Nixon

Sen. Eugene J. McCarthy of Minnesota, joining with other Democrats in urging an end to the Vietnam war, charged President Nixon with following the Johnson Administration policies. McCarthy said: "It's almost as though we were back in 1966."

- Model-City Program Cut

The Administration slashed \$215 million from the model-city program—a 42 per cent cut in funds—and will allow only \$300 million for rehabilitating some of the nation's worst urban slums.

- Capitol Dispute

Many Congressmen are upset over plans to remove the 153-year-old west wall of the Capitol, preferring restoration and repair. The wall would be replaced with a new section to include 100 offices, cafeterias, etc., at a cost of \$45 million. The issue now goes to a Senate-House conference.

- Consumer Legislation

Senators and Representatives have been rushing pell mell to introduce consumer bills in this session. So far, more than 100 such measures have been dumped in the hopper, many of them proposing again a Cabinet-level agency to protect the buyer.

- Anti-War Congressmen

Seventeen Senators and 47 Representatives expressed support for the October 15th anti-war demonstration spearheaded by the Vietnam Moratorium Committee. Insofar as the peace appeal is "peaceful, lawful and nonviolent," said the congressmen, "we view it as an important and constructive undertaking, and we commend it."

- Hershey Dumped

The White House announced that Lt. Gen. Lewis B. Hershey, director of the Selective Service System, will be relieved of his duties next Feb. 16th. Hershey let it be known that he felt President Nixon had sacrificed him to anti-draft militants.

- Indiana Candidate?

Capitol Hill gossip says that Sen. Birch Bayh of Indiana can be considered another dark-horse candidate for the Democratic presidential nomination in 1972. He reportedly has been receiving praise from both sides of the aisle for his accomplishments in the Senate.

- New Fed Head

President Nixon named Arthur F. Burns to succeed William McChesney Martin, Jr., as chairman of the Federal Reserve Board next January 31st when Martin retires. Burns, like Martin, is considered an economic conservative and once served as the late President Eisenhower's top economic adviser.

● Paper Gold

The 112 nations belonging to the International Monetary Fund recently approved the issuance of a new form of world money.

Formally called "Special Drawing Rights," the money has been nicknamed "Paper Gold." Financial observers call it a milestone in international monetary history and add that it spells the twilight of gold as a monetary unit.

Actually, the money is not physical in property but is a form of bookkeeping entries recorded by the International Monetary Fund as nations settle accounts with each other in the new money.

Reason for the new form of exchange is that the supply of gold has not been increasing fast enough to meet trade demands.

● Consumer Credit

Consumer installment credit recorded its smallest gain in 19 months last August, according to the Federal Reserve Board.

Consumer credit increased only \$600 million in August, a drop of \$334 million from August of 1968. The average monthly gain in the first half of 1969 was \$748 million.

Altogether, consumer debt at the end of August was \$117,380,000,000.

● Bankers' Master Plan

Nat S. Rogers, president of the First National City Bank of Houston, Tex., and incoming president of the American Bankers Assn., told the ABA's 95th annual convention recently:

"Not since the early days of the 1930's have bankers faced public relations in intensity comparable to the public displeasure with high interest rates. The nation's failure to understand fully the nature and causes of inflation leaves millions with the belief that bankers are profiteers and that banks are responsible for high rates."

He added: "A new master plan for bank public relations is in the making."

● Retread Standards

Robert Brenner, acting director of the National Highway Safety Bureau, said recently that safety standards for retreaded tires probably will not go into effect until sometime in 1971.

Brenner said the Transportation Department "as yet has reached no definite conclusions on the proposed regulation."

Under consideration is a plan to allow tire re-

treaders to certify compliance with retreading standards if the process they use was previously demonstrated to turn out retreads that meet performance standards for new tires.

● Unionism in Spain

The Spanish government recently made public a new labor law that increases government control over labor union activities.

The law provides that the union movement must be run by a president named by the government. He must be a member of the cabinet and will make appointments to all significant posts in both the central organization and the individual unions.

● Seals of Approval

Bess Meyerson Grant, New York City Commissioner of Consumer Affairs, told the National Commission of Product Safety recently that Parents Magazine and Good Housekeeping seals of approval do not merit the trust of consumers.

Mrs. Grant said the seals of approval are strictly a commercial award—that they are given only to "clients who agree to place a certain number of advertisements each year" in the publications.

● Mediation Acceptable

J. Curtis Counts, director of the Federal Mediation and Conciliation Service, said recently that mediation has become increasingly acceptable in the collective bargaining arena.

Counts said his agency's records show that last year the Mediation Service participated in more than 18,000 disputes and was actively involved at the bargaining table in more than 8,000 cases.

Altogether, the agency helped labor and management reach an average of 365 settlements every week during 1968—and nine of every 10 were achieved without work stoppages.

● Trucking Industry Facts

The trucking industry plays a major role in helping to keep the United States economy healthy, as reflected in statistics gathered together recently by the American Trucking Assn., Inc.

Records show that in 1968 there were 16 million trucks of all types registered in the country. The industry employed 8 million persons and hauled 415 billion intercity ton miles of freight.

Other facts: The industry spent \$68.8 billion for goods and services; paid \$4.6 billion in highway use taxes; recorded 189.9 billion miles on the road; bought over \$5.3 billion worth of fuel and oil, and

spent \$8.5 billion for new trucks and trailers and replacement parts.

● Air Taxis Backed

The Department of Transportation urged recently that "air taxi" companies be given broad new operating rights so they can offer "downtown-to-downtown" airliner service in the densely populated Boston-Washington corridor.

DOT recommended to the Civil Aeronautics Board that commuter airlines be authorized to operate planes capable of carrying up to 6 passengers.

● Mobile Manpower

Labor Department statistics show that workers are staying on a given job for shorter periods.

A survey comes up with the finding that 73.4 million job-holders last year had been on their jobs an average of 3.8 years—a decrease from 4.2 years in 1966 and 4.6 years in 1963.

The growing number of young people in the work force was believed to be the reason for the decline in job tenure. Average tenure for workers between 16 and 24 years of age was less than nine months in the latest survey.

● Unions in Canada

Union membership in Canada totaled 2,074,000 in January, 1969, an increase of 64,000 or 3.2 per cent over the same month a year earlier.

The Canada Department of Labour said the total union membership represents 26.3 per cent of the country's total labor force and 32.5 per cent of its non-farm workers.

As 1969 opened, there were 101 international unions, 59 national unions, 196 directly chartered locals, and 124 independent local unions in Canada.

● Malpractice Insurance

It is estimated that 95 per cent of all practicing lawyers now carry malpractice insurance compared with only about 5 per cent some 10 years ago.

The reason is that more and more disgruntled clients, feeling they have lost a certain win in court because of a dumb mistake by their lawyer, are winning fat settlements in malpractice cases.

One reason for a rise in malpractice suits is that lawyers themselves are not as reluctant as they once were about taking a suit against a fellow lawyer.

● Metroliner Succeeds

The Penn Central "Metroliner" which takes three and a half hours to run the rail between New York City and Washington, D.C., has carried a quarter of a million passengers since last January's inaugural run.

Originally, there were two Metroliner round trips a day. This was soon expanded to three round-trips daily, and starting October 26th went to six round trips a day.

Penn Central officials hope to add another three round trips daily by the end of the year—bringing the total to nine.

● College Unionism

The American Federation of Teachers (AFL-CIO) has had great success in organizing college professors in the past four years.

Prior to four years ago, no college educator was represented by AFT. Now 200 campuses have official AFT local unions and there are collective bargaining agreements with about 25 community, junior and technical colleges.

● Repair Your Own Auto

High costs of service and repairs have prompted Ford and American Motors to include do-it-yourself instructions in owner manuals supplied when the auto is bought.

Ford limits its instructions to its newest compact entry, while American Motors says its instructions can be applied to the company's full line of cars.

In each case, instructions accompanied with illustrations show how to perform more than 40 maintenance tasks.

● Credit Card Crime

Hotel and department store officials in the District of Columbia testified before a congressional committee that they are being defrauded and forged out of \$1.3 million a year by bad check writers and impersonators of credit card holders.

District of Columbia police testified that stolen credit cards bring as much as \$500, and recommended legislation that would make possession of another person's credit card a crime.

● Personal Income Slows

The Commerce Department reported that personal income registered its smallest gain in 17 months last September.

An increase of two and one quarter billion dollars—at the seasonally adjusted annual rate—was less than half the average monthly rise for the first eight months of the year. The gain brought the annual rate of personal income to nearly \$760 billion.

Principal reason for the slackening in the rate, said the Commerce Department, was a sharp slowdown in the rise of wage and salary payments.

● Shoplifting Increases

Big retailers are reporting increases in shoplifting in their stores all over the country. A New York retailer had an explanation: "With the cost of living shooting up, we're finding more amateurs getting into the act."

WHAT'S NEW?

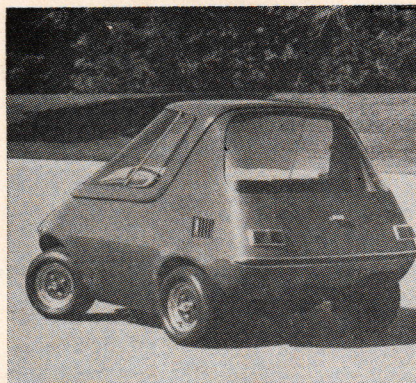
The Electrics Are Coming

The fact that one gasoline powered vehicle, traveling at the speed of 60-MPH consumes the same amount of air as 100,000 persons, creates a strong case for the development of the electrical vehicle. This fact should be sufficient to destroy the fifty-year-old excuse that the battery-operated vehicle can't be developed for the long range and high performance required for the American Market. The only reason for insufficient technology in this area has been the lack of interest shown by private industry.

Private industry seems to be yielding to the public interest in the fight against air pollution and the development of long range, high performance electric propulsion may be in the cards within this decade. Several transportation companies have been utilizing electrical vehicles on experimental bases, some for as long as thirty years. These models are used on routes of not over 10 miles and serve areas of high population concentration. The latest models of these curb-delivery vehicles have a top speed of 18 MPH and have a curb weight of 9500 pounds, including nearly 2500 pounds of batteries.

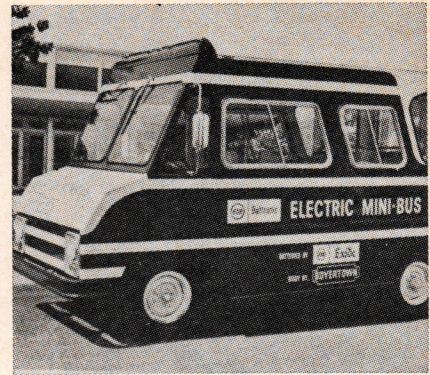
Other developers are offering battery powered multi-delivery trucks and a twelve-seat mini bus. Several of these vehicles have been sold for experimental use and to date none have been purchased in bulk quantities as fleet equipment.

In a case study, a New England Dairy company has been using an electric vehicle for over four years and reports very satisfactory results. While describing the utility of the vehicle as "limited," the fleet boss of



Experimental electric vehicles range from the futuristic to the mundane, but most of those designed with the consumer (above) in mind employ the original economy car concept first developed by the European automotive industry.

Apparently well suited for inner city and highly polluted municipal areas are the experimental mini bus (upper right) and dairy truck (right) pictured here. Both of these vehicles have been in use for appreciable times and are reported to be performing well.



this company adds that operating costs appear to be about one half compared to internal combustion engines.

In still another experimental venture, a Ford econoline body is being incorporated with a 3-phase a.c. electric motor capable of a maximum speed of 60 MPH and acceleration of 0-30 MPH in seven seconds.

Also in the process of manufacture are four vehicles developed for the Post Office of the "jeep" variety. The specifications for these require a maximum speed of 45 MPH and at least 400 stops and starts before recharging. This would qualify for six hours of operation between charges.

These and many more models are feverishly being developed with an eye toward the American consumer and commercial markets. These efforts are still being hindered by the same problem that eventually killed the original model invented by William Morrison in 1892. That is, to date no one has come up with an economical, high performance power cell. Then too, less than six months ago—no one had been to the moon.

Also to be considered in the development of the commercially acceptable electric passenger vehicle is the development and manufacture of support equipment such as readily acceptable battery charging processes and the adoption of a universal system of current.

Desirable features of electric vehicles for general use, in addition to the obvious pollution control and quiet operation points—would be the

lowered operating costs and elimination of some of the problem areas of the internal combustion engine such as the radiator and cooling system. If electric motors directly drive the wheels, the possibility of dynamic braking (reversing the current) would revolutionize the industry. Oil changes would be a thing of the past and the possibility of longer vehicle life looks good due to the reduction of vibration and friction.

All those possible returns are speculative and of course hinge on the solution of the technological problems of developing an adequate power system. Proponents of the electric propulsion are also wary of the competition they are receiving from developers of the steam and turbine engines, competition not to be taken lightly.



While present needs do not call for the development of such heavy duty electrically propelled vehicles as the one pictured above, the possible utility of this type of off-the-highway vehicle is being investigated. This monster combines a diesel engine with an electrical generator to power loads up to 7 tons.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



LAUGH LOAD

Mother Knows Best

A young suburban housewife had stipulated to the neighborhood children that they may swim in her back yard pool providing their mothers came along to watch them. One lad complained to the pool owner that his mother worked, then inquired, "but would it be alright if I brought a note from her saying that it's okay if I drown?"

Presidential Material

Nurse to anxious father in maternity ward waiting room, "You sir are the proud father of a possible future president of the United States—If we ever get the good sense to elect a woman."

Cooking Made Easy

A teen-aged girl was being ridiculed by her mother for the girl's failure to learn how to cook and do housework. "You plan to get married someday don't you," her mother asked.

"Sure, Mom," replied the teen-ager, "but haven't you ever heard of 'on the job training.'"

Missed Connection

A cab company recently got a telephone call from an irritated patron complaining that the cab he had ordered an hour ago had not yet arrived.

"I am very sorry sir," replied the cab company official, "apparently the girl who took your call forgot to write it down."

"Please send another in a hurry," pleaded the caller, "I have to catch a plane to Jamaica."

"Oh, don't worry about that plane," soothed the cab dispatcher, "that plane is always late."

"Its going to be a lot later today," countered the caller, "I'm the pilot."

The Race of Man

Courtship consists of a man's running after a girl until she catches him.

Once is Enough

The proud father of triplets called his labor weekly to report the event.

The editor, not quite hearing what he said, asked, "Will you repeat that?"

Snapped back the father: "Not if I can help it!"

Healthy and Wealthy

Reporter: "To what do you attribute your great age?"

Oldest Inhabitant: "I ain't sure yet. There be several of them patent medicine companies bargaining with me yet."

Doctored His Drinks

"I can't quite diagnose your case," said the doctor, "I think it must be drinks."

"Al right, doctor," replied the patient, "I'll come back when you're sober."

Some Coincidence!

Two housewives, while waiting their turn at the grocer's, were overheard discussing the last depression.

"It came at such a bad time," said one, "just when everybody was out of work."

Command Performance?

Girl: "I've been asked to be married several times."

Boy Friend: "And who asked you, Daisy?"

Girl: "Mom and Dad."

Bone Dry Humor

The butcher was weighing a roast when his customer observed: "Say, you're giving me a lot of bone there, aren't you?"

"Oh, no," answered the butcher. "You're paying 99 cents a pound for it."

Disappointing Speaker

"What did the audience do when you told them you never paid a dollar for a vote?"

"Well, some of them cheered, and some of them got up and left."

Giving No Quarter!

"Why, I can't marry you. You're practically penniless."

"That's nothing. The Czar of Russia was Nicholas."

FIFTY YEARS AGO

in Our Magazine

Vol. XVI

(From the November, 1919, issue of the TEAMSTER)

Number 11

National Conference to Discuss Legislation

*Delegates to
Consider pending
Anti-labor threat*



MEETING of the representatives of all International and National Labor Organizations,

including the Railroad Brotherhoods and farm organizations has been scheduled for December 11th in Washington. The purpose of the meeting is to consider the seriousness of the dangerous legislation being considered by Congress.

The delegates to the meeting will discuss the position of Organized Labor in mapping out a political program, so that the members of the Congress may understand that Labor is aware of their actions and intends to repay its enemies to the fullest extent. It is expected that this will be one of the most important labor conferences ever held.

On two former occasions Organized Labor called conferences of a similar nature. One of the conferences was when Labor drafted its bill of rights prior to the nomination of Mr. Taft for President in 1908. The second gathering was called when Labor drafted its declaration to support the Government should we become involved in the dreadful war, which has since passed over. Every clause of that declaration was faithfully adhered to and carried out by the Trade Union Movement during the hardship period of the War.

It seems that the splendid work done by Labor during the war has been forgotten by the men on Capitol Hill. It seems



Delegates gather for a picture after drafting Labor's declaration to support WW I.

to be just the style to take a kick at Labor, but Labor is watching and will act, and when this gathering of International officers makes a statement it will cause some of the enemies of Labor to think seriously.

A Statement On Advertisements

We have repeatedly stated through the columns of our Journal that we do not accept advertisements of any kind. The International is big enough to live without advertisements. Paper, ink and labor is very expensive and we need the space, and we also believe that it is much more dignified for us to carry on our publication without advertising, so if any of your employers or the public request information on this matter in the future, kindly state that we do not accept advertisements of any kind.

Ten Sure Ways To Kill Your Union

1. Don't come to meetings.
2. If you do, come late.
3. If the weather doesn't suit you, do not think of coming.
4. When you attend meetings, find fault with the officers and members.
5. Never accept an office, as it is easier to criticize than do things yourself.
6. If asked by the chairman to give your opinion regarding some important matters tell him you have nothing to offer on the subject. After the meeting tell everybody how it ought to have been done.
7. Do nothing more than is absolutely necessary, but when other members roll up their sleeves and willingly and unselfishly use their ability to help matters, howl that the union is run by a clique.
8. Hold back your dues as long as possible, or don't pay at all.
9. Do not bother about getting new members—let George or Bill do it.
10. When the union "busts up," tell everyone you knew all along it would.

THIS HOLIDAY SEASON . . .

HAVE YOUR
PURCHASES DELIVERED
BY A TEAMSTER

